

CENTRAL INTELLIGENCE AGENCY INFORMATION REPORT

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SECRET

COUNTRY Czechoslovakia/East Germany
SUBJECT Export of Czech Motorcycles to East Germany

REPORT

DATE DISTR. 11 February 1955

NO. OF PAGES 2

REQUIREMENT NO. RD

25X1

REFERENCES

DATE OF INFO.

PLACE ACQUIRED

This is UNEVALUATED
Information

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

1. In late July 1954, a conference on the importation to East Germany of 420 125-cm. and 150-cm. Czech motorcycles of the latest production was held with the representatives of the Motokov Corporation of Prague at the Deutscher Innen- und Aussenhandel (German Domestic and Foreign Trade) (DIA), Transport Machinery, Imports 25X1 Section, at 61 Mohren-Strasse, Berlin W8. Semerath (fnu) was head of the Czech delegation. The motorcycles were to be delivered by early September 1954.
2. An inspection of a model motorcycle showed that the motorcycles of the new production 25X1 group had been given only a modified external shape, whereas the design of the engine had remained unaltered. The outer appearance now resembled the Western design. The motorcycle is chrome-plated, has a foam-rubber twin saddle and 16-in. wheels. These alterations were probably made to increase the export to Western countries. The CZ (Ceska Zbrojovka, n.p.), Strakonice, and the Jawa Engine Works were said to have been merged and the products of the two plants are now put on the market under the name of CZ-Jawa.
3. Following this inspection, a discussion on fixing of the prices for the motorcycles to be imported was held at the Ministry of Finance in the Soviet Sector of Berlin. Since the prime costs had risen, it was decided that the prices for the 125-cm. motorcycle should be raised from 1,900 eastmarks to 1,950 eastmarks, and for the 150-cm. motorcycle from 2,050 eastmarks to 2,150 eastmarks. Since it was planned to import also Czech CZ-Jawa-type 250-cm. and 350-cm. motorcycles, the prices for these models were also fixed. In view of the high prices already quoted, the quotations were left unaltered, 3,200 eastmarks for the 250-cm. motorcycle and 3,600 eastmarks for the 350-cm. motorcycle.

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Comment. Motorcycles are manufactured in Czechoslovakia by two nationalized plants, the Ninth of May Works (Zavody 9. Kvetna) National Enterprise and the Czech Armament Works (CZ - Ceska zbrojovka) National Enterprise. Prior to May 1953, the Ninth of May Works were known as the Jawa Works. Their manufacturing plants are located in Prague and Bronec n.S., while the Czech Armament Works are in Strakonice. In 1950, the former Jawa Works were detached from the Brno Armament Works (Zbrojovka Brno) as an independent national enterprise. No information is available on the merger of the Ninth of May Works and the Czech Armament Works mentioned in paragraph 2. The types of motorcycles manufactured by the former Jawa Works prior to 1953 included: Jawa 250 (single-cylinder, two-stroke, 9-hp engine), Jawa 350 (two-cylinder, two-stroke, 14.5-hp engine), and Jawa 500 (two-cylinder, four-stroke, 26-hp engine). The Czech Armament Works manufactured CZ 125 (single-cylinder, two-stroke, 5-hp engine) and CZ 150 (single-cylinder, two-stroke, 6-hp engine). The manufacture of another CZ 175 type began in 1953. The motorcycles manufactured prior to 1953 were fitted with 19-in. wheels, while the newer models have 16-in. wheels. In addition to these types, a light motorcycle, Manet, 90-cm., is manufactured by the Vah Machinery Works (Povazske strojarne) National Enterprise in Povazska Bystrica. The Racek bicycle auxiliary engine is manufactured by the Motor-Union National Enterprise in Ceske Budejovice.

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